

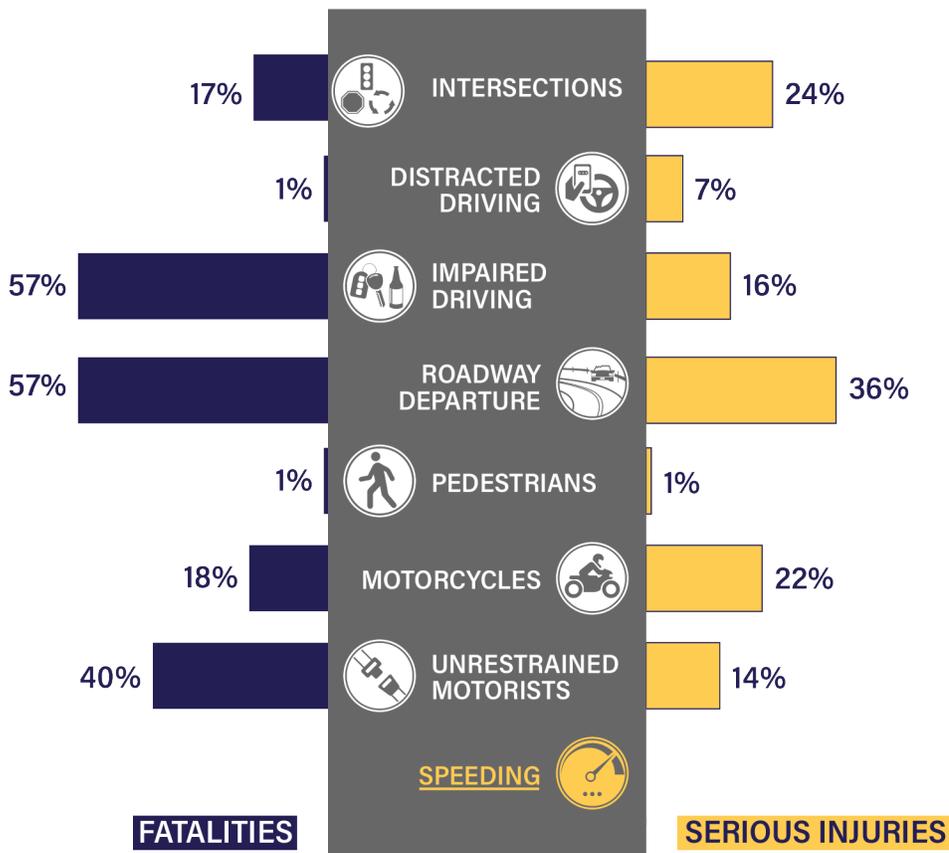
Emphasis Area 8

Speeding

Higher vehicle speeds may be a contributing factor in many crashes increasing the severity for persons involved. Speeding has become a socially accepted behavior, and, in some cases, it can even be encouraged by one's peers. Speeding commonly overlaps with other adverse behaviors (impaired driving, distracted driving, lack of seat belts) and, as a result, is anecdotally underreported. Recognizing that higher speeds increase crash severity, Delaware has included Speeding as an Emphasis Area even though it ranks slightly lower than some other potential Emphasis Areas.



Speeding Emphasis Area Overlap with Other Emphasis Areas (2015-2019 Crashes)



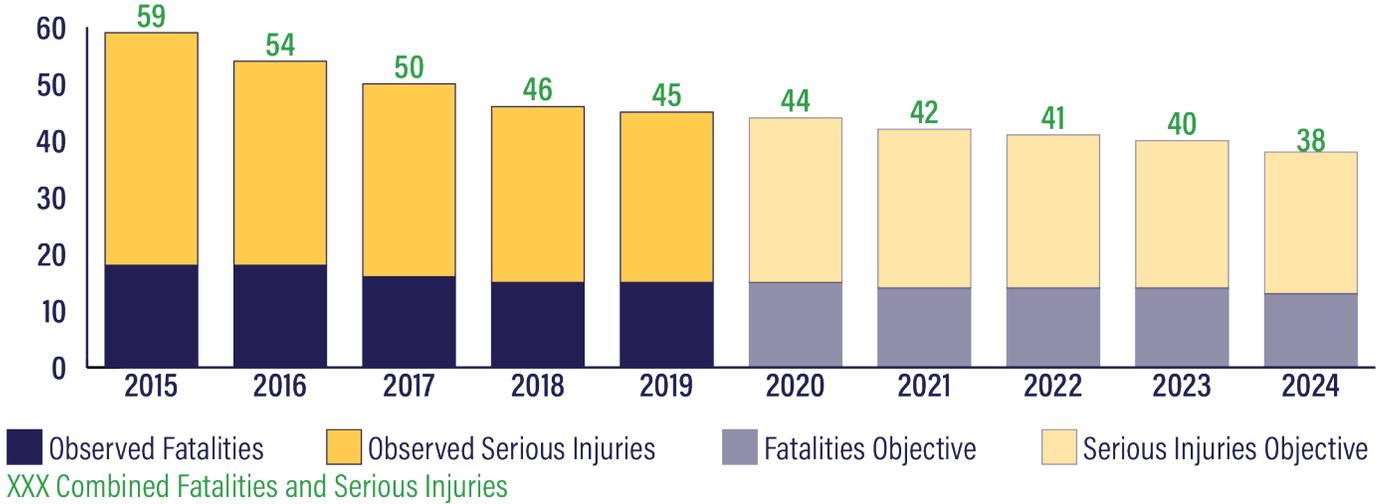
EMPHASIS AREA OBJECTIVE

REDUCE
Speeding
Fatalities & Serious Injuries by
15%
from **45 to 38,**
over the next **5 years.**

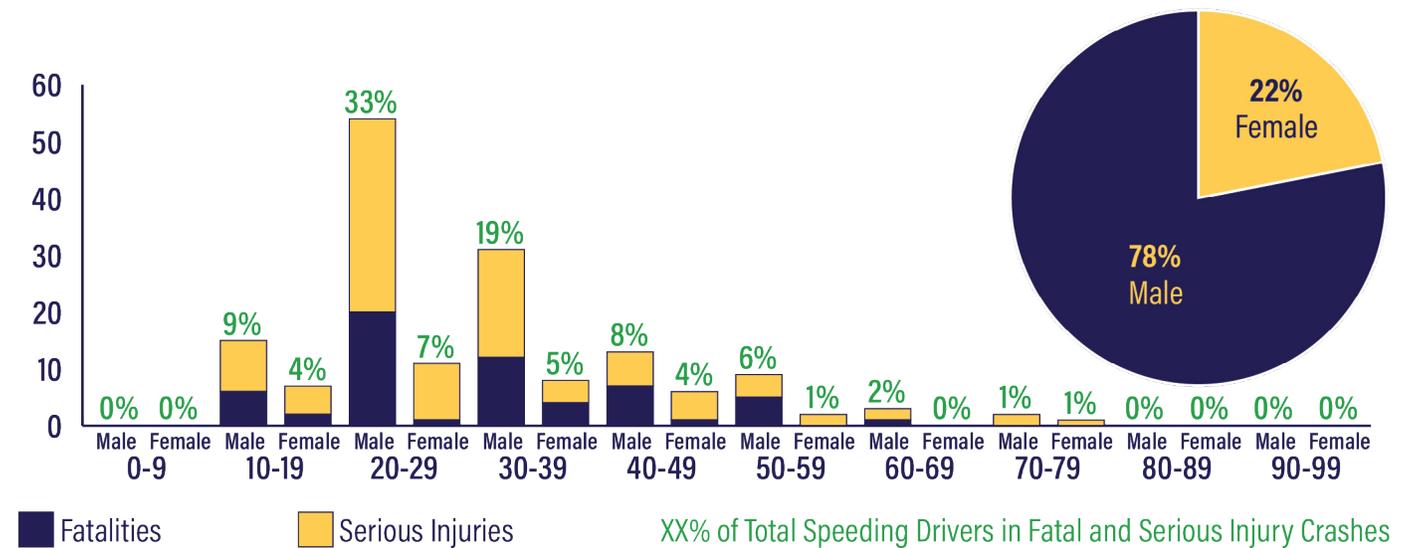
Crash Data Summary (2015-2019)

Speeding Crash Definition: Persons fatally or seriously injured in crashes that involved a speeding driver.

Speeding Fatalities and Serious Injuries (5-Year Rolling Averages)

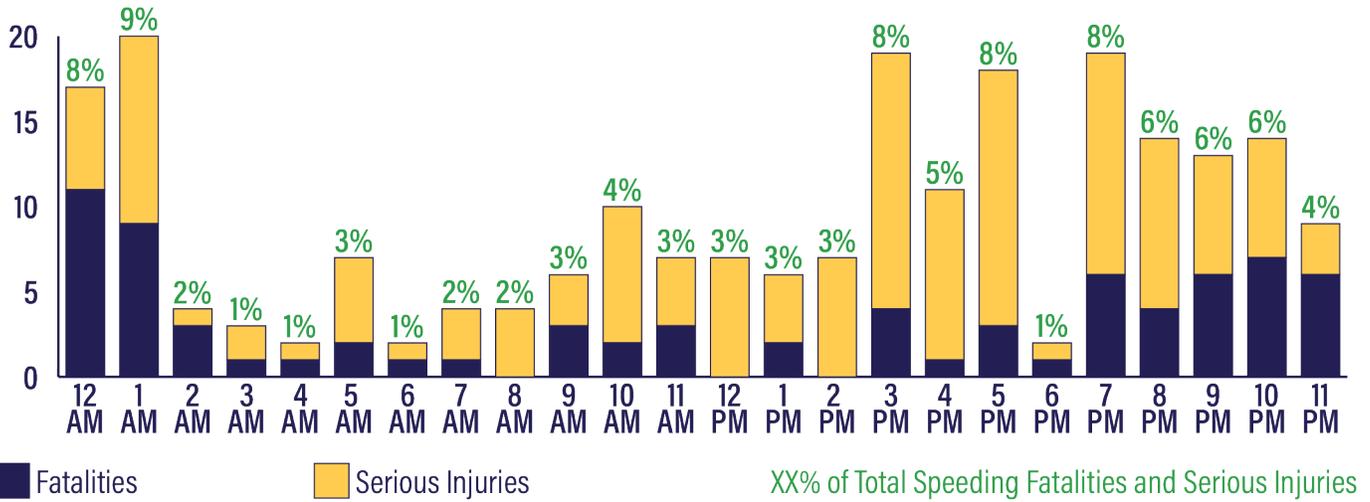


Age/Gender of Speeding Driver



DRIVESAFE

When?



	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sunday	4	9	3	3	1					2	1			1	1	3	1			5	1		4	2	41
Monday	3					1						2		1	1	4		1		3	3		3	1	23
Tuesday		1				2			2	1	2		3	1	2	1	3	7		1	1		1	1	29
Wednesday	2		1		1	1		2	1	1	2		2	1	1	7					2	1	4		29
Thursday	1	3			1	1				1	1	3	1			4	3	2		2	4	3			30
Friday	4	5						2			1	1	1	1			2	4	1	5		4		1	32
Saturday	3	2				2	1		1	1	3	1		1	2		2	4	1	3	3	5	2	4	41
Total	17	20	4	3	2	7	2	4	4	6	10	7	7	6	7	19	11	18	2	19	14	13	14	9	225

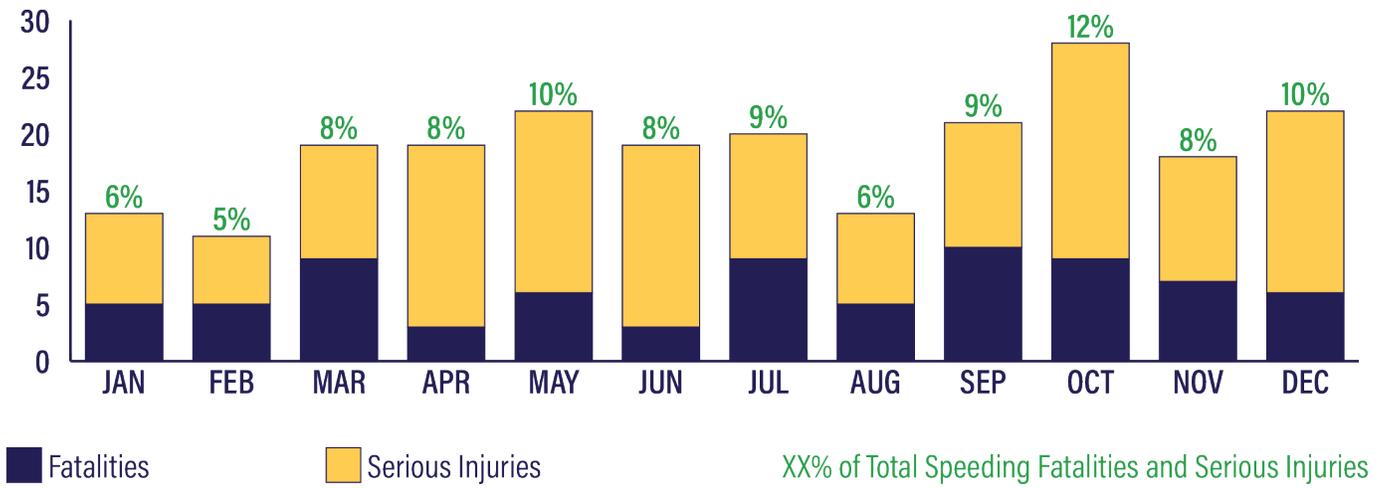
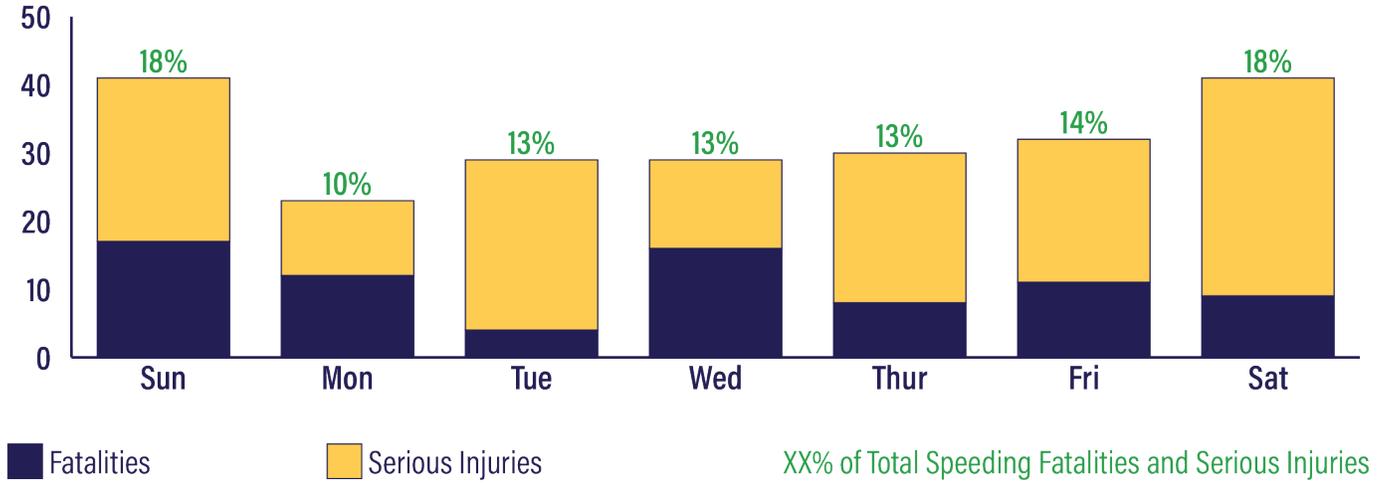
XX Speeding Fatalities and Serious Injuries during Day of Week and Hour of Day
 Lower Frequency Higher Frequency

2015 to 2019 Speeding Fatalities & Serious Injuries

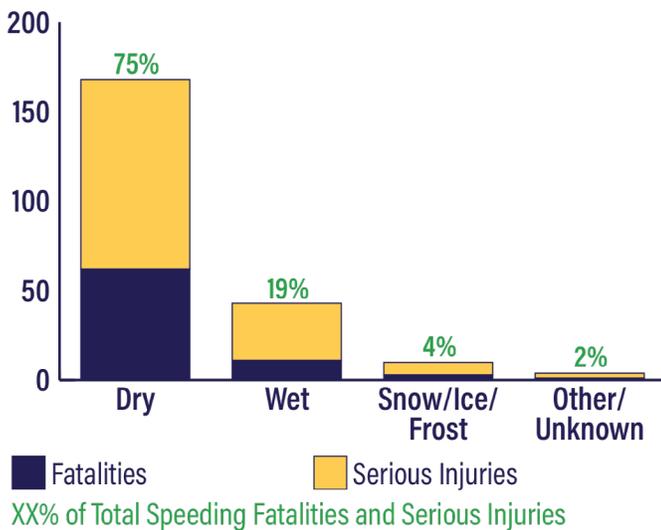
- 68% were male
- 62% occurred in urban areas
- 56% occurred in single vehicle crashes
- 54% occurred in New Castle County
- 54% occurred on collector or local roads
- 50% occurred on a Friday, Saturday, or Sunday
- 41% during dark (unlit) conditions
- 35% were 20 to 29 years old
- 31% occurred between 3 PM and 8 PM
- 25% were motorcyclists
- 25% occurred on wet/snowy/icy roadways



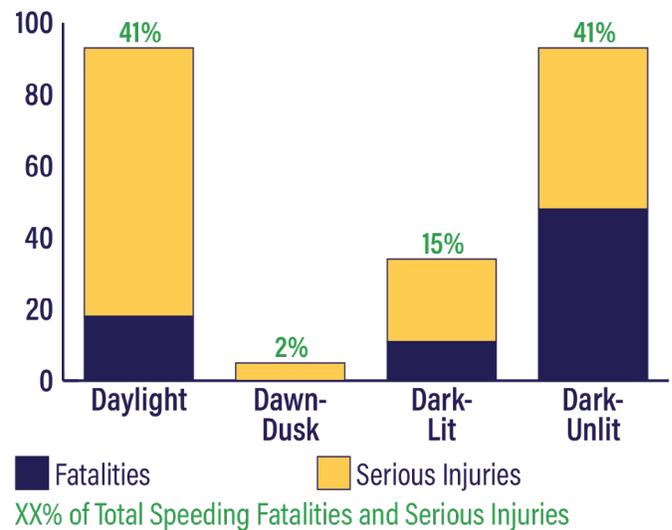
When?



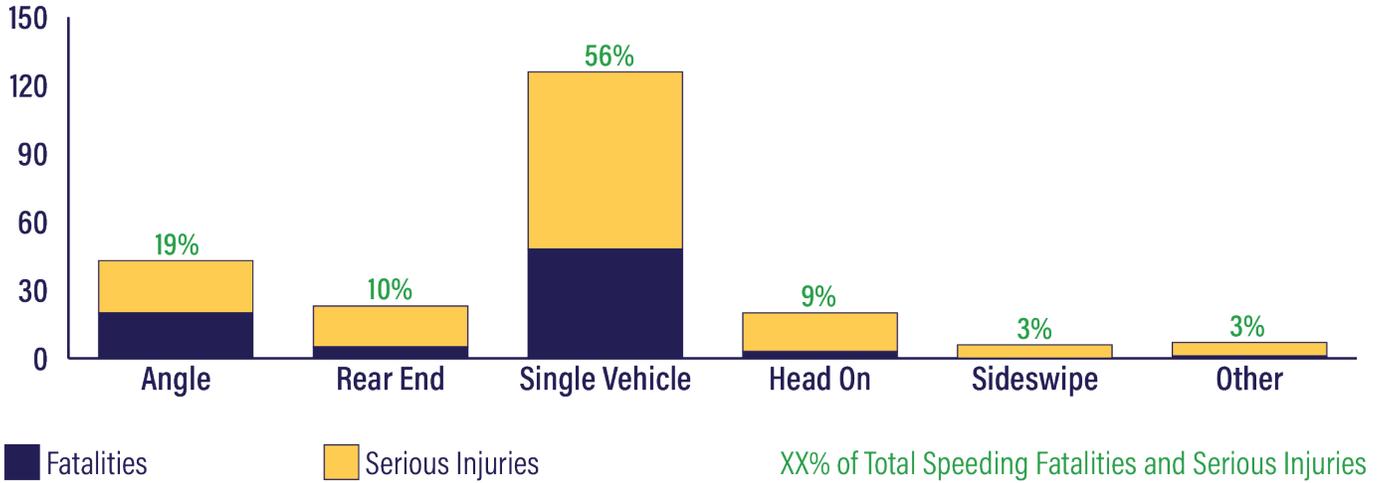
Surface Condition



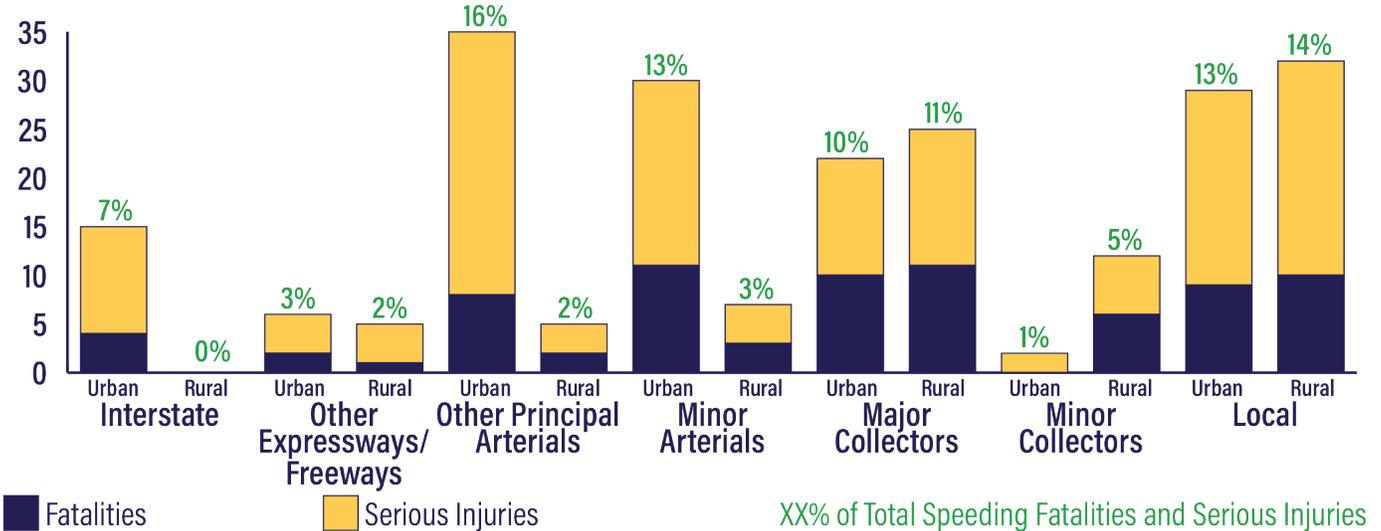
Lighting Condition



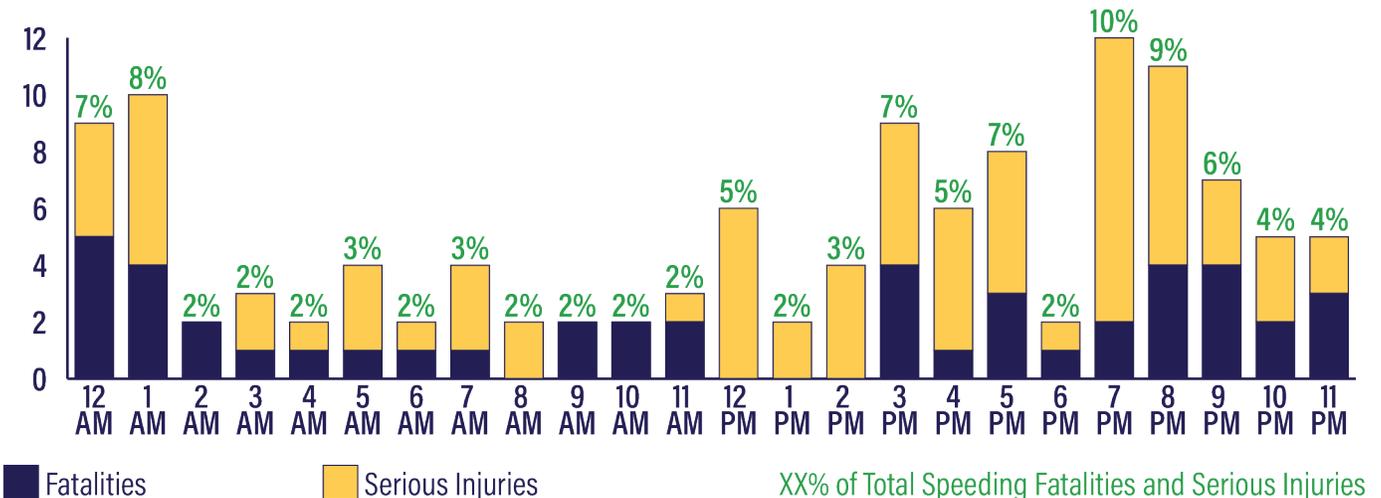
Manner of Impact



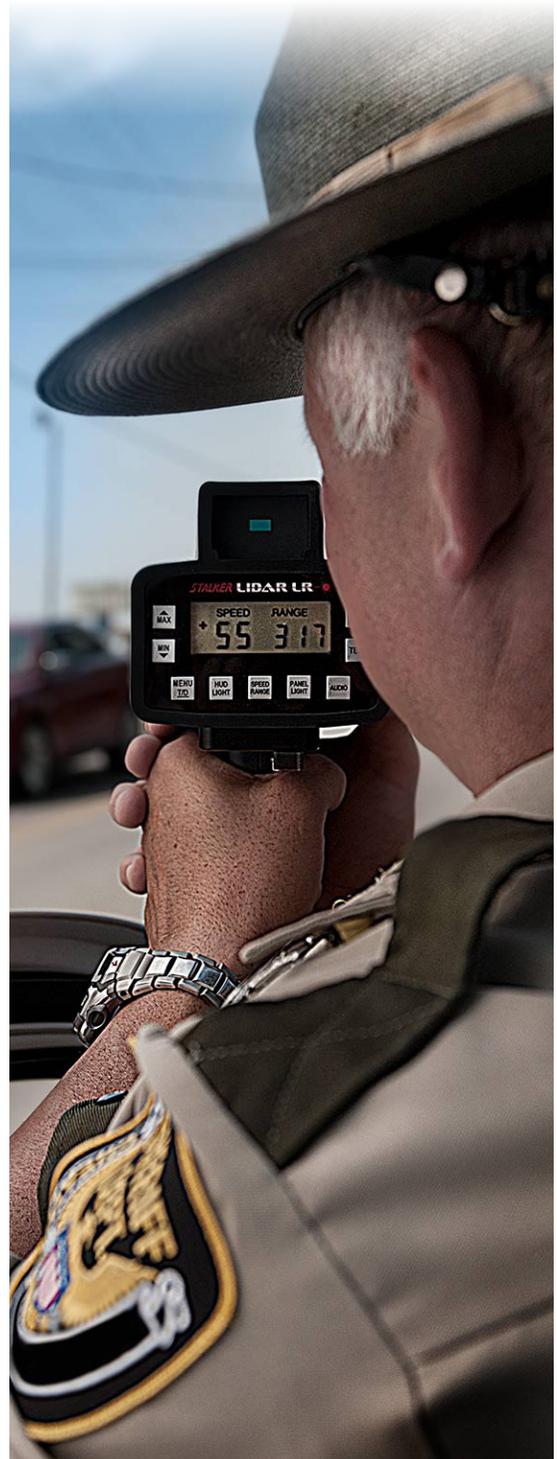
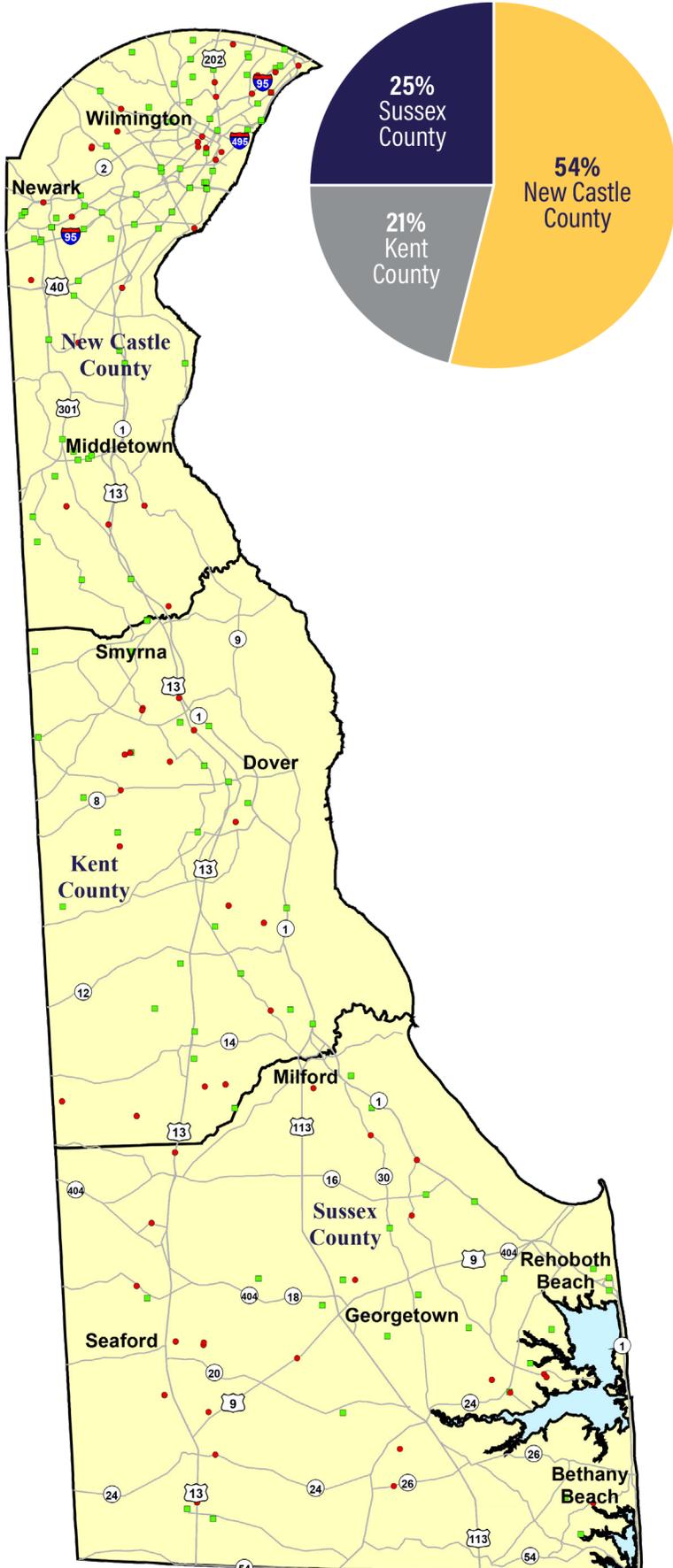
Roadway Functional Classification



When? (Collectors & Local Roads)



Where?



Each symbol represents a crash location. Multiple crashes may have occurred at or near the same location; therefore, symbols may overlap. Additionally, multiple fatalities and/or serious injuries may have resulted from a single crash.

- Fatality
- Serious Injury

Emphasis Area Strategies: Speeding



Strategy 1: Develop and distribute consistent public information messages to increase public awareness of the law and consequences of speeding.

- 1.1 Develop targeted public safety awareness campaigns that reduce the perception that speeding is acceptable and improve public understanding of the consequences of speeding.
- 1.2 Expand the use of Variable Message Signs for displaying safety messages.
- 1.3 Revitalize the DelDOT residential roadways speeding campaign ("At 25 She's Alive...") and consider similar campaigns targeting local and collector roadways.
- 1.4 Ensure drivers education instructors and defensive driving programs incorporate speeding laws and the benefits of driving at a safe and reasonable speed into their lesson plans.



Strategy 2: Reduce the frequency and severity of speeding related crashes by implementing innovative enforcement practices.

- 2.1 Conduct targeted high-visibility enforcement campaigns to decrease speeding.
- 2.2 Consider implementing a pilot program using non-traditional vehicles to conduct speed enforcement.
- 2.3 Support the enactment of legislation permitting the use of automated speed enforcement in Delaware.
- 2.4 Utilize crowd sourcing data to deploy law enforcement in areas that receive higher than average speeding complaints.



Strategy 3: Implement engineering countermeasures that reduce speed differentials and increase compliance with posted speed limits.

- 3.1 Investigate the feasibility of implementing a local road systemic safety program that identifies infrastructure improvements that can be installed on local roadways to reduce speeding-related crashes.
- 3.2 Investigate the need for developing a program to systemically complete speed studies to identify the appropriate speed limit on local roadways that currently have an unposted speed limit.
- 3.3 Research the effectiveness and evaluate the feasibility of implementing Variable Speed Limit signing on all freeways/expressways in Delaware.
- 3.4 Evaluate the feasibility and effectiveness of implementing Variable Speed Limit signs on SR 1 in the resort areas and combine speed limit reductions with pedestrian improvements.
- 3.5 Implement engineering countermeasures that have a combined crash reduction on speeding related crashes and pedestrian related crashes.

Emphasis Area Strategies: Speeding



Strategy 4: Develop policies and guidelines to implement effective safety measures to reduce the frequency and severity of speeding related crashes.

- 4.1 Formally establish revised regulations and guidelines regarding the establishment of speed limits with less reliance on the 85th-percentile speed as the sole determining factor.
- 4.2 Update policies and procedures for the use of Radar Speed Feedback signs at appropriate locations.
- 4.3 Develop policies and guidelines to encourage the use of speed monitoring devices in commercial vehicle fleets.
- 4.4 Consider revising DelDOT's design policies and guidelines to promote design practices that reduce speeding related crashes.



Strategy 5: Improve speeding crash data collection and analysis to enhance the identification of high-risk corridors and high-risk driving behaviors.

- 5.1 Develop a program to share continuously collected speed data with law enforcement regarding where speeding is occurring.
- 5.2 Validate the existing speed limit data within DelDOT's Transportation System Data Management (TSDM).
- 5.3 Provide law enforcement training in properly identifying speed as a contributing factor in crashes to better quantify the speeding problem in Delaware.